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五時正

星期四廿月八號光

\$0 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

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ACTING MANAGER:
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For 3 months, 4 per cent. per annum.

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H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 20th August, 1906. [21]

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

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INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 26th May, 1906. [24]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L.3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatap,

Padang, Medan (Deli), Palembang, Kota

Radja (Acheen), Telok-Semawa (Acheen),

Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERIN D'ORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906. [67]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS AT

CURRENT RATES.

SIEMSSEN & Co.

Hongkong 18th May, 1906. [68]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1866.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 21,000,000

CAPITAL UNCALLED....." 3,000,000

RESERVE FUND....." 10,300,000

SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. HONOLULU. SHANGHAI.

NAGASAKI. NEWCHOWANG.

LYONS. SAN FRANCISCO. MUKDEN.

BOMBAY. PORT ARTHUR.

TIENTSIN. CHEROO.

PEKING. DALNY.

KOBE. TIE-LING.

NEW YORK. OSAKA.

YOKOHAMA.

Intimation.

SPECIAL.

Powell's

ALEXANDRA
BUILDINGS

Are now showing a
Splendid Variety
of
**FASHIONABLE
GOODS**
at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

**HOLLAND
and
DRILL
SKIRTS**

Well Cut,
Newest Shapes,
from \$5 each.

**MUSLIN
BLOUSES**

Smart, Dainty.
All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.
Latest Shapes,
from \$1.50 each.

LINEN BELTS

—will wash splendidly
can be laundered like
a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S
Alexandra Buildings.

Hongkong, 11th August, 1906.

Intimation.

E. A. J. CHOTIRMALL & CO.,
8, D'AUGUAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK, KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

Linen Handkerchiefs, Java
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]E. J. CHOTIRMALL & CO.,
EVENING CONTINUATION CLASSES.EVENING CLASSES for instruction in
COMMERCIAL, ENGINEERING,
and SCIENCE SUBJECTS will be held at
QUEEN'S COLLEGE, commencing WED-
NESDAY, October 1st.Particulars and Prospectus may be obtained
on application to the Undersigned or at the
Registrar General's Office.W. H. WILLIAMS,
Organizing Secretary.

Hongkong, 16th August, 1906. [84]

NIKKO CO.

WHOLESALE and RETAIL DEALERS,
in all kinds ofJAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong.

Hongkong, 28th April, 1906. [510]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
Ground Floor,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GFEV PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.Sale Agents for
FREICKEN'S SPECIAL CREAMP. & O. SPECIAL LIQUER SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 1st March, 1906. [61]

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
司 公 仁 國 生
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, have re-opened their
FURNITURE STORENo. 35, DES VŒUX ROAD CENTRAL
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Meats, A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex
to our Dispensary and gave us every satis-
faction."

(Sd) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [596]

To Let.

TO LET.

TWO GODOWNS at East Point, close in
to the Water, suitable for the storage of
any Cargo.Floor Area 6,000 square feet each.
Apply to—JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906. [147]

TO LET.

HOUSES in MORRISON HILL GAP ROAD
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wan Chai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"
Seymour Road.
Hongkong, 31st July, 1906. [786]

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 8th August, 1906. [817]

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.
Immediate Possession.OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.A HOUSE in RIFTON TERRACE,
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 15th August, 1906. [72]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st August, 1906. [79]

TO LET.

A HOUSE in KNOTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [789]

SHAMEEN, CANTON.

TO LET.

N. O. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 5th July, 1906. [703]

For Sale.

A. CHAZALON & CO.

JUST UNPACKED.

A. CHOVY in OIL (Boneless).

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE for SANDWICH.

PUREE DE FOIE GRAS Do

AND

Other Pic-nic size tins of PRESERVE.

FRENCH BISCUITS.

HUNTLY & PALMER'S BISCUITS and
CAKES.CROSSL AND BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.

Hongkong, 21st July, 1906. [61]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 30th September, 1905. [57]

A VISIT TO SABANG.

FACTS ABOUT A GROWING COALING
STATION.

[Concluded from yesterday.]

Even a Thames bargeman could make Sabang without a pilot. Within a few feet of the shore there is deep water, and there is no bar. The average depth of both entrance and harbour is about 20 fathoms. A pilot is provided by the Company mentioned above, but his assistance is considered necessary by most skippers who have visited the station once. The entrance is about 2,400 ft. wide, and a Norwegian timber schooner, with her rudder jammed, ought to hit that. Sabang is just as easy to make at night as by day; a white light gleams out from the south-west side on Pulo Klas, and a red one from the opposite headland. There is a clear anchorage of 1,500 metres long by 500 metres broad, and the harbour will safely accommodate between twenty and thirty battleships without interfering with traffic. The bottom, being a combination of sand and coral, affords excellent anchorage. In addition to the harbour proper, hidden behind the island named Klas, on which the south-western lighthouse stands, is another anchorage, which may be gained by vessels not drawing more than 22 ft.—an ideal snugger for torpedo craft.

Excepting the abundant military, the present and future of Pulo Wey seems to be in the hands of the Sabang Bay Harbour and Coal Company and very excellent hands they are too. The manager is known amongst the inhabitants as the "King of the Island," and in spite of getting through an amount of work that would kill the average European in a month, he is a genial personage whom every skipper likes. The Company are monopolists, and provide the exception to the rule that monopolists are brakes upon the wheel of progress. The Company employ many Europeans, who frequently work 12, 14 and 16 hours a day, and business is becoming so brisk that the manager is crying for more and still more men. The Company's settlement is a large one. They possess some 2,000 ft. of wharfage, the long line of coal sheds alone are lettered from A to Z, there are 25,000 sq. ft. of storage room, workshops and offices, hotel, bungalows, cooling lines, a hospital, an ice-making plant, and a signal station.

The huge electric transporters, standing

high above the village of coal sheds, are the most striking feature of the Company's settlement.

They are of a most modern pattern, admirably adapted for the rapid work required of them.

The same may be said of the floating dock, workshop and ship. The first-named, which occupies a sheltered position behind Udjong Peripun, is built for vessels of about 30,000 tons displacement and up to 360 ft. in length, and when docking they may draw up to 18 ft. The Company undertake all ordinary engineering repairs, and their charges for such work and for dock hire are the reverse of exorbitant. An American skipper was heard to exclaim, "Well, I reckon that's the skinniest bit of coal humping I've seen outside the States. Didn't charge me any dues, and bunkered me right up inside two hours. Guess I'm quitting calling Dutchmen slow after this." And such seems to be the opinion of most captains who have had occasion to replenish their stock of fuel at Sabang. The Company boast that they have established records in coaling, and that they possess "the only up-to-date equipment in the Far East."

Generally speaking, between 30,000 and

40,000 tons of coal are kept in stock at Sabang,

and these are principally Welsh, Bengal,

Japan, and Sumatra. The Company are

favouring the Béngalaise variety as giving

better all round satisfaction to shipmasters.

Only the best Japanese are used. The

Netherlands Indian brands, though chiefly

supplied to Government steamers and vessels

of the coastwise trade, are by no means to be despised.

The Company have been able to attain their

TELEGRAMS.

[Reuters.]

The Rising in Cuba.

London, 22nd August.

Gomez, the famous leader in the American war, has joined the rising in Cuba. The inhabitants of the country districts are flocking to Havana.

Later.

Another fight has occurred near Havana, in which the insurgents were repulsed.

The leader Gomez has been arrested on his ranch.

The French Navy.

A French Parliamentary paper estimates the expenditure for 1907 on naval construction at £4,270,600, to include 10 battleships and 51 submarines.

Torpedo-boats will be replaced by destroyers.

Later.

The Valparaíso Earthquake.

The latest careful estimate places the death roll at certainly several thousands, and each day brings fresh news of towns and villages destroyed. Naval detachments are landing at Valparaíso, assisting to maintain order and to clear up the wreckage.

The British Consulate was destroyed, and the Consul injured.

The "Dreadnought."

It is announced in Portsmouth that the "Dreadnought" will be ready for sea on the 1st September, three months before her time, making a world's record.

Bulgaria and Turkey.

Replying to the Turkish note complaining of the anti-Greek agitation, the Bulgarian Government says that the Porte is not entitled to interfere in the internal affairs of the Principality; that the Greek persecutions are merely the effect of the anti-Bulgarian atrocities in Macedonia, and that the Porte had better restore order in its own country.

THAT DISPUTED SIGNATURE.

PLAINTIFF NON-SUITED.

The much adjourned case in which Sudha Singh sued Ha Hau for recovery of the sum of \$30, alleged to be due on a promissory note, signed by the defendant in favour of plaintiff. Both parties were stated to be employed at the Sugar Refinery, as watchman and fitter, respectively.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

His Honour: Well, now, Mr. Gardiner, have you secured your witness? I don't think it is much good your going on.

Mr. Gardiner: I have not got the European but I have the No. 1 Fitter employed at the Sugar Refinery.

His Honour: Well, I'll hear him, but I don't see the use of it; your own witnesses contradicted each other about where the money was paid.

Mr. Gardiner: Well, I think there was some mistake there, my Lord, the man.

His Honour: Oh, no, there wasn't. The plaintiff said the money was paid, and the note signed in a shop opposite Jardine's Bazaar, then comes his own witness, who says the transaction took place near the Wanchai Mar et. The men from the shop were not produced, and I sent both parties, with the bailiff, to go and find them, when they all said they did not know either of the parties, and know nothing about the transaction.

Mr. Gardiner: It was only a tea-shop, my Lord, and it is quite likely that the money could be paid and the note signed without any of the fokis in the shop noticing what was going on.

His Honour: Yes, that is quite possible; go on.

Mr. Gardiner: Well, I'll put this man in the box.

His Honour: You can if you like, of course; I'll hear him, but I have told you before I am not inclined to believe them.

Cheung Wai Tong said he was the No. 1 Fitter at the Sugar Refinery Company; he did not know Ah Hau—there was no man employed there as Ah Hau, there was Ah Po, or Chan Ah Po. Defendant was the man known as Ah Po.

His Honour: "Ah" is nothing, it has no meaning; it is a common affix to the first name. The man has admitted that his name is Chan Ah Po, though he is known as Ha Hau. Witness (pointing to defendant): This Chan Ah Po, or Ha Hau.

His Honour: What do you know about this transaction?

Witness: I don't know anything at all.

His Honour: The plaintiff has no case and must be non-suited, with costs.

Defendant: My Lord, I want to be allowed to say something.

His Honour: Alright; what do you want to say?

Defendant: I want to bring an action against these people.

His Honour: You can do as you like about that; you do not require my permission, but I am afraid you will waste your money.

THE late Hamburg-Amerika liner *Allemannia*, a four-masted, steel steamer of 4,630 registered tonnage, has been disposed of to a Japanese firm through Messrs. Becker & Co., of Kobe, and delivered to her new owners at Blago Dock, Inoshima. The *Allemannia* has been for many years on the Hamburg-New York run, carrying passengers and mails, and was built in 1893.

ALLEGED BRIBERY.

SANITARY INSPECTOR ON TRIAL.

"LEAVE THE COLONY AND SAVE ME TROUBLE."

The hearing of the case in which Francis Ward, a sanitary inspector, was charged with accepting bribes from one Chan Tsun, on divers dates, and attempting to obstruct the course of justice by threatening Chan Tsun not to appear before the Royal Commission to be examined, was continued before Mr. F. A. Hazelton, at the Police Court, this afternoon.

The Crown Solicitor, Mr. F. B. L. Bowley, of Messrs. Dennis and Bowley, prosecuted, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended, and Chief Detective Inspector Hanson watched the case for the police.

Continuing his evidence from the previous day's examination, Chan Tsun declared that on the 1st or 2nd July (he could not be sure) he was served with a subpoena to attend the Commission to give evidence. Between the date when his books were seized and the date when he was handed the subpoena witness saw the prisoner, in the District Sanitary Office, at Pokfulam. At that interview there were two Chinese clerks or interpreters present. Prisoner said: "Your books have been seized by the Government; the money you paid to me must have been entered in those books. This matter has passed through your hands only. Now, if you return to your country there will be no trouble. Now, do you promise me to do that? If you leave Hongkong I will look after your interests."

Witness replied: "I don't know whether the entries are in the books or not. There is plenty of time for me to run away when the Government question me."

Chan Tsun was cross-examined by Mr. Grist. He said that on 24th December, 1905, he paid the sum of \$20, at the second house in Chater Street, first floor. When the money was handed over no one was present—the cook being in the kitchen and accused lying in bed. After that, and just before witness left the premises, the defendant called the cook. The only conversation witness had with the cook in the house was when accused told the cook to tell witness that he (defendant) was only remaining in that house for two days, as he was about to remove to No. 1, Chater Street, second floor. Witness did not know the name of the cook, but he thought that he could recognise him again. On 28th June witness went to the branch office at Pokfulam, at 9 a.m., and saw defendant and two Chinese interpreters. He remained there for about ten minutes.

Re-examined by Mr. Bowley, witness said that as he was leaving the branch office he saw the senior inspector of Nos. 9 and 10 districts. His name was Connolly. The senior inspector spoke to him.

Mr. Bowen-Rowlands, secretary to the Commission appointed by the Governor to inquire into the working of the Public Health and Buildings Ordinance, spoke as to the subpoena as issued by him and served on Chan Tsun and Chan Pui ordering them to appear before the Commission for examination.

At this point Mr. Bowley said that as he had no other witness to call to-day he would ask for an adjournment.

Mr. Grist objected to an adjournment; whereupon Mr. Bowley said that when the examination of Chan Tsun was over he thought that some time would have been spent in cross-examination. Now he learnt that cross-examination was reserved, and as his last witness Chan Pui was out of the Colony, he could not proceed with the case, and repeated his request for an adjournment.

The case was then adjourned until next Monday afternoon, at 2.15 o'clock.

THE DIRECTOR OF MARINDUQUE."

FOUND BY A JAPANESE STEAMER.

The vessel picked up off the Loocban islands, northeast of the Formos in coast, by the Japanese steamer *Heian Maru*, and towed into the harbour of Miyako, has been identified beyond any reasonable doubt as the *Junk Marinduque*, belonging to a Chinese merchant named S. Pollicarpio who lives in Cavite, says the *Cablenews*. The *Marinduque*, it will be remembered, was being towed over to Hongkong by the steamer *Taming*, but broke adrift and had to be abandoned, in the China sea last June. Evidently she drifted into the current flowing east and north between Formosa and Luzon and was making for the Pacific when overtaken by the *Heian Maru*. When the *Marinduque* was at Cavite preparing to get towed to Hongkong, the launch *Castellano* was lying near. Young Pollicarpio, the son of the owner of the *Marinduque*, went in swimming one day and while playing in the water, took two of the *Castellano*'s life buoys into the water and afterward on board of the *Marinduque* where they were left and later on the latter boat when she left for Hongkong. These are the buoys that are mentioned in the letter of Ambassador Wright to Governor Ide, written from Tokio last month, and in which the name of the buoys is miscalled *Custrand*. The name of the *Marinduque* was on both sides of her bow and it is more than likely that the tow line had rubbed out some of the lettering and caused the remainder to look something like *Marinto*, the name reported at Tokio by the officers of the *Heian Maru*. As far as the steamers wrecked since July, 1905, the *Marinduque* is the only one that could by any possibility have been drifting around the China sea, there is little doubt of the accuracy of the identification. It is a queer coincidence that on the same day that a list of all the lost and missing Manila vessels over 100 tons was made by Mr. Callahan of the license division, for submission to the Harbormaster and was at that date before that official, there walked into the office the Chinese merchant and his son that owned the *Marinduque* and possessed the only clue to the identity of the vessel concerning which there has been so much conjecture.

AN ELOPEMENT IN CHINA.

STRANGE DISAPPEARANCE OF A WIFE.

A Chinese shopkeeper, carrying on business in the interior of China, related a story to Mr. H. H. J. Gomperts, showing how his wife, without the least provocation, left his protection and came to Hongkong with another man. That man, Lam Chak Chun, alias Lam U, a coolie, was charged this morning with harbouring another man's wife. He said that he married his wife when he was 27 years of age—he was now 43 years old. His wife was then only 17 years of age. His marriage was legal, according to the laws of China. There certainly was lost—and the usual wedding chairs and the firing of crackers. He said that he was an honest trade; his wife always had plenty of rice to eat, he never assailed her, he was not a gambler or a robber, yet, she ran away from his house. His Worship asked the witness to relate the circumstances under which his wife disappeared. He said that accused was a clammer of his, and a frequent visitor to his house. One day last year witness left the village to go to purchase goods for his shop. When he returned his wife had disappeared, not forgetting, however, to remove her boxes. He made inquiries of the neighbours and he was told that accused had taken her away. She left her three sons behind. Witness tracked her to Hongkong and invoked the aid of the police, and yesterday when he visited No. 9, Bowring Canal, he saw his wife sitting near a table rolling cigarettes. The accused was also there and was arrested.

AMERICAN BOYCOTT IN CANTON.

REPRESENTATIONS BY THE U. S. CONSUL-GENERAL.

[From Our Own Correspondent.]

Canton, 24th August.

The American Consul-General of Canton has forwarded a despatch to Viceroy Shun asking him to find some means of suppressing the Boycott Association, which is doing a great deal to hinder American commerce. The Association had held several meetings, at which the members have assembled in large numbers at Ilio Toy Monastery. A special meeting of the Association was held on the anniversary of Sung Fa Wai, the boycott martyr.

CANTON WATERWORKS.

Following the announcement that a beginning was being made with the construction of the Waterworks of Canton is about to be made the value of the shares of the company have already risen 100 per cent. It is evident that the general public thinks these shares a sound investment. It is said that the Shanghai Waterworks shares are now worth twenty-five times their original value and it is expected that the work of the company will be carried out systematically the shares of the local company may also reach that enhanced value.

DISORDERLY HONAN.

Honan, being without an organised police force, is not so peaceful and orderly as Canton is in ordinary circumstances. Now Viceroy Shun has granted the request of the residents of that suburb to establish police stations in different parts. A weiyuan has been sent to make all necessary arrangements and the Hoi Tong monastery has been selected as the site of the head police station. The enforcement of order in Honan will be pushed on without unnecessary delay.

ROBBERS REPULSED.

On the night of the 30th day of the last moon, a number of robbers made a raid on the Ng Uk village in Nam Hoi district. The village people offered the robbers stout resistance, and the robbers were not successful in taking anything away; they killed one of the villagers. On the Nam Hoi Magistrate being informed of the occurrence, he sent a despatch to the district officials to make full inquiries into the matter.

SOUTH MANCHURIA RAILWAY COMPANY.

DIVIDENDS AND SCOPE OF WORK.

SUB-COMMITTEE'S RECOMMENDATIONS.

The sub-committee recently appointed by the Promoting Committee of the South Manchuria Railway Company to consider the Articles of Association met on Monday evening, says the *Japan Chronicle* of 16th inst., and made several important amendments to the articles. The total amount of capital was originally fixed at \$200,000,000, half to be contributed by the Government, and half by the public, but the sub-committee amended this to the effect that the shares to be taken by the Government be Y10,000,000, that Y20,000,000 be raised by public subscription and the remainder by the issue of debentures.

Another amendment of the articles was made in reference to the amount payable to shareholders. The articles propose that out of the profits an amount equal to 6 per cent. be first paid to private shareholders, debenture interest provided for, and any surplus paid as a dividend on the stock held by the Japanese and Chinese Governments. Any surplus remaining after this division was to be equally divided among shareholders generally, Government and private. The sub-committee considered that under these provisions private shareholders had scarcely any chance of receiving more than 6 per cent., and amended the articles follows:—The profit of the company exceeding 6 per cent., the debenture interest should be deducted and the surplus equally divided among shareholders, Government and private.

The sub-committee struck out from the business to be undertaken by the company that of the sale of goods. It is contended that this being purely commercial business was unsuitable for a semi-Government company, that the risk of loss was considerable, and that such business would place the company in competition with Japanese merchants.

These amendments were communicated to General Terauchi, Chairman of the Promoting Company, who stated that they were of too important a character for him to express an opinion. He would place them before a Cabinet Council before giving his reply.

On the following day a meeting of the Promoting Committee was held, when the recommendations of the sub-committee were considered. Baron Shibusawa, Chairman of the sub-committee, said the Government had agreed to all their amendments with the exception of that relating to the distribution of profit.

General Terauchi explained the views of the Government on the provisions in question and asked the meeting to approve them as proposed by the Government. The meeting, however, approved the amendments in substance, as set forth above.

The cost of necessary work in connection with the South Manchuria Railways is estimated by the Promoting Committee as follows:

1.—Reconstruction or improvement of main or branch lines between Tairen and Changchun, and construction of rolling stock Y20,000,000

2.—Improvements to Tairen harbour 5,000,000

3.—Working capital for Fuchun and Yentai Colliery 4,000,000

4.—Doubling of track between Tairen and Suchutun 9,000,000

5.—Cost of land and capital for warehousing business 8,000,000

6.—Capital for marine transport department 10,000,000

7.—Reconstruction of line between Mukden and Antung 22,000,000

8.—Reserve fund 13,400,000

This gives a total of Y100,000,000, to be raised by the issue of shares or debentures. The amount estimated by the Government as capital for carrying on consignment business has been added by the Promoting Committee to the reserve fund. It is said that debentures to be issued are undertaken by financiers in England and America, Mr. Schiff having agreed to take up Y50,000,000.

A Tokyo dispatch states that the share in the South Manchuria Railway Company to be taken by the Chinese Government will be allotted by the Japanese Government, out of its share—Y10,000,000—and it is understood that Y20,000,000 will be allotted to the Chinese Government.

KOWLOON-CANTON RAILWAY.

REPORTED ACCIDENT AT LION'S HEAD.

It was reported the other day that rapid progress was being made with the construction of the road-bed for the Kowloon-Canton railway. One of the most difficult sections of the railway from the engineering point of view is that through the Lion's Head Mountain. As mentioned on a previous occasion gangs of coolies are engaged digging trenches from which the diamond drills required to pierce the rock will be operated. At the Kowloon side of the mountain the ground is extremely soft, with the result that it has been found necessary to "shore" the sides of the trenches with heavy logs of timber. It is now reported that an accident occurred the other day while the coolies were engaged in placing the planks in position. No details are forthcoming, but it is rumoured that the sides of the principal trench directly under the mountain suddenly caved in and as a consequence a large quantity of rubble and earth fell into the trench. Whether any of the coolie labourers was injured is not stated. The work of placing beams in position to resist the pressure of the earth behind is considered the work of specially trained men as a rule, and it may be that the coolies experienced in judging the pressure of earth at the sides of a trench of any depth failed to take sufficient care that the sides were sufficiently "shored."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3 p.m.

Buyers:—Unions \$790, China Fires \$93, H. C., and M. Steamboats \$274, China and Manila \$22, Shell Transports 274, China

Sugar \$148, Shanghai Docks, Th. 100, Hongkong Wharves \$245, Hongkong Hotels \$120, Cottons \$15

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"BELLEROPHON"	27th August.
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOVUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	30th September.
* GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking cargo for Liverpool at London rates.

† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"BELLEROPHON"	30th August.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.
PACIFIC COAST		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

CHINA NAVIGATION CO., LIMITED.

STEAMERS	TO SAIL
TIENTSIN	"KWEICHOW"
MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"
MANILA	"TEAN"
SHANGHAI	"SHAOHSING"

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHewan, Tomes & Co.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"JOHN HARDIE".....23rd August.

"SOUTH AMERICA".....10th October.

For Freight and further information, apply to

SHEWAN, Tomes & Co.,

General Agents.

Hongkong, 15th August, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

35, Des Vaux Road Central, U.S.A.

Hongkong, 22nd July, 1906.

[9]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AUGUAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

[10]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	OUTWARD.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.

HOMeward.

STEAMERS	OUTWARD.	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN AND HAMBURG	6th September.
Capt. Bahlé	VIA SINGAPORE, PENANG AND COLOMBO	
HELVETIA	HAVRE AND HAMBURG	10th September.
Capt. Neumann	VIA SINGAPORE, PENANG AND COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhren	VIA SINGAPORE, PENANG AND COLOMBO	
LIBERIA	HAVRE AND HAMBURG	22nd September.
Kiel	VIA SINGAPORE, PENANG AND COLOMBO	
SENEGAMBIA	HAVRE AND HAMBURG	and October.
Capt. Peter	VIA SINGAPORE, PENANG AND COLOMBO	
SEGOVIA	HAVRE, BREMEN AND HAMBURG	16th October.
HABSBURG	NAPLES, HAVRE AND HAMBURG	30th October.
Capt. Filler	VIA SINGAPORE, PENANG AND COLOMBO	
BRISGAVIA	HAVRE AND HAMBURG	13th November.
SITHONIA	VIA SINGAPORE, PENANG AND COLOMBO	27th November.
Brehmer	HAVRE AND HAMBURG	11th December.
von Hoff	VIA SINGAPORE, PENANG AND COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerwoman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by ss. "HABSBURG", ss. "HOHENSTAUFEN", ss. "SCANDIA", and ss. "SILESIA".

COAST SERVICE.

DAPHNE	NAGASAKI AND VLADIVOSTOK	FRIDAY, 31st August, Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

SIEMSSON & CO.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

MANILA	LOONGSANG	SATURDAY, 25th August, 4 P.M.
TIENTSIN	CHEONGSHING	WEDNESDAY, 29th August, 4 P.M.
SHANGHAI	CHOVSHANG	THURSDAY, 30th August, 4 P.M.
MANILA	YUENSANG	FRIDAY, 31st August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are

Shipping.

Arrivals.

Cyclops, Br. s.s., 5,774, J. Pulford, 23rd Aug.—Glasgow via Liverpool and Singapore, 18th Aug.—Gen.—B. & S.

John Maru, Jap. s.s., 702, H. Ohta, 23rd Aug.—Tamsui via Amoy and Swatow 22nd Aug.—Gen.—O. S. K.

Taikosan Maru, Jap. s.s., 2,881, I. Narasaki, 23rd Aug.—Kuchinozu 18th Aug.—Coal.—M. B. K.

Progress, Ger. s.s., 65, H. Pihren, 23rd Aug.—Kwong-chow-wan 1st Aug.—Gen.—S. & Co.

Lydia, Ger. s.s., 2,700, C. Meyer, 23rd Aug.—Saigon 1st Aug.—Rice.—S. & Co.

Prometheus, Nor. s.s., 1,023, O. Kornblaser, 23rd Aug.—Bangkok 17th Aug.—Rice.—N. Y. K.

Minnesota, Aug. s.s., 13,123, J. H. Rinder, 24th Aug.—Seattle 25th July, and Shanghai 28th Aug.—Gen.—N. Y. K.

Tean, Br. s.s., 1,346, Sommerville, 24th Aug.—Manila 21st Aug.—Gen.—B. & S.

Quarta, Ger. s.s., 1,825, H. M. Madsen, 24th Aug.—Sourabaya 12th Aug.—Gen.—S. W. & Co.

Kweichow, Br. s.s., 1,215, C. Hooker, 24th Aug.—Canton 23rd Aug.—Gen.—B. & S.

Haimun, Br. s.s., 636, A. J. Robson, 24th Aug.—Fochow 21st Aug.—Amoy 22nd, and Swatow 23rd, Gen.—D. L. & Co.

Ararona, Ger. s.s., 1,198, J. Ernst, 24th Aug.—Portland, Or. 24th Aug.—Gen.—P. & A. S. Co.

Apenrade, Ger. s.s., 611, H. N. Goudar, 24th Aug.—Hillock 13th Aug.—Gen.—J. & Co.

Benvo lich, s.s., 2,162, Macintosh, 21st Aug.—Moj 10th Aug.—Gen.—G. L. & Co.

Clearances at the Harbour Office.

Laertes, for Saigon.

Lydia, for Shanghai.

Progress, for Kwong-chow-wan.

Daldi, for Singapore.

Queen Alexandra, for Sourabaya.

Departures.

Aug. 24.

Choufa, for Hilo.

Laertes, for Saigon.

Queen Alexandra, for Sourabaya.

Kwangtung, for Canton.

Fooshing, for Swatow.

Kohschung, for Bangkok.

Passengers arrived.

Per John Maru, from Coast Ports—150 Chinese.

Per Haimun, from Coast Ports—Mr. Nicholls, and 128 Chinese.

Per Tean, from Manila—Mrs. H. Gordon, Miss D. Grant, Messrs. B. Garrett, C. W. Barry, F. J. Cody, M. P. Fox, F. Cordero and P. Cordero.

Per Minnesota, from Seattle, &c.—Mr. Mary B. Adams, Mrs. Mary E. Adams, Mr. J. Amis and serv't, Mr. and Mrs. S. G. Andrus, Mr. V. S. Andrus, Mrs. K. T. Ashton, Mr. Mrs. T. M. Bieler, B. H. Blundell, Mr. and Mrs. J. F. Connolly, Mr. and Mrs. C. L. Gorham, Vessas, G. E. Gee, Leo Goodkin, Mr. and Mrs. W. L. Gracey, Rev. and Mrs. C. F. Hartzell and child, Rev. and Mrs. M. O. Buddle, Mr. L. E. Jacks, M. W. R. McGrath, Mr. and Mrs. J. L. McLaughlin and 2 children, Messrs. R. Mannheimer, Rev. and Mrs. E. A. Taylor, Mrs. A. R. Scott, Mr. C. C. Scott, Mrs. Nellie Bebree, Mrs. W. E. Thomas, Mr. and Mrs. J. H. Todd, Mrs. S. L. Thompson, Mr. W. E. Wicchmann, Mrs. E. McMahon, Mr. T. Ter Moulen, Miss E. Mustard, and Mr. J. Musket.

Vessels in P. rt.

STRAYERS

Amoy, Ger. s.s., 663, H. Branbeck, 18th Aug.—Amoy 17th Aug.—Ballast.—S. W. & Co.

Blah Thuan, Fr. s.s., 48, G. Rouet, 22nd Aug.—Bangkok 15th Aug.—Rice.—A. K. & Co.

Calio, Nor. s.s., 1,381, J. Larsen, 17th Aug.—Samarrang 7th Aug.—Sugar.—A.gaard, Thoresen & Co.

Catherine Apac, Br. s.s., 1,730, W. D. A. Thomas, 21st Aug.—Callao via Penang and Singapore 16th Aug.—Gen.—D. S. & Co.

Chiyuen, Ch. s.s., 1,77, C. Stewart, 23rd Aug.—Canton, 2nd Aug.—Gen.—C. M. S. N. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July—San Francisco 27th June, Yokohama 15th July, Kobe 15th, and Nagasaki 17th, Mutsu and Gen.—O. & S. S. Co.

Deli, Br. s.s., 4,783, J. D. Andrews, R.N.R., 23rd Aug.—Shanghai 21st Aug.—Mails and Gen.—P. & O. S. N. Co.

Elizabeth Rickmers, Ger. s.s., 997, W. Böte-führ, 22nd Aug.—Bangkok 13th Aug.—Gen.—B. & S.

Emma Luyken, Ger. s.s., 1,159, G. Cormand, 16th July—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug.—Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 19th Aug.—Singapore 12th Aug.—Timber—Order.

Germania, Ger. s.s., 1,000, H. Füllner, 13th Aug.—Sydney 28th June, Copra.—S. & Co.

Gleisberg, Br. s.s., 2,350, H. W. L. Holman, 21st Aug.—Iquique and Callao 26th June, Gen.—T. K. K.

Glenurret, Br. s.s., 1,025, Webster, 24th Aug.—Shanghai 11th Aug.—Gen.—McG. Bros. & Gow.

Hongkong, Fr. s.s., 739, A. Suxoni, 23rd Aug.—Haiphong and Hoihow 22nd Aug.—Gen.—A. R. M.

John Hardie, Br. s.s., 2,818, D. S. McMillan, 23rd Aug.—Amoy 2nd Aug.—Gen.—S. T. & Co.

Kowloon, Ger. s.s., 2,326, H. Siehr, 16th Aug.—Moj 10th Aug.—Gen.—H. A. L.

Loongsang, Br. s.s., 1,092, A. G. Smith, 20th Aug.—Amoy 17th Aug.—Gen.—M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzke, 17th Aug.—Hollo 12th Aug.—Sugar and Wood.—S. W. & Co.

Mongolia, Am. s.s., 8,759, W. P. S. Porter, 15th Aug.—San Francisco 20th July, Yokohama 7th Aug., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast.—Barrett & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 121 June—Manila 9th June, Ballast.—Barreto & Co.

Paklat, Ger. s.s., 1,018, H. Demes, 19th Aug.—Bangkok 16th Aug.—Rice and Wood.—B. & S.

Peik, Nor. s.s., 745, J. Lorentzen, 13th Aug.—Hollo 8th Aug.—Sugar and Sapan Wood.—Angard, Thoresen & Co.

Patchaburi, Ger. s.s., 1,173, Gruerach, 17th Aug.—Swatow 16th Aug.—Rice and Timber.—M. & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June—Saigon 7th June, Gen.—S. W. & Co.

Tientain—Per Cheongching, 29th Aug. 3 P.M.

Shanghai—Per Chayang, 30th Aug. 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 30th Aug. 3 P.M.

Shanghai—Per Shaoching, 31st Aug. 3 P.M.

Manila—Per Yuensang, 31st Aug. 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 1st Sept., 11 A.M.

Taishan, Br. s.s., 1,100, I. T. Laing, 29th June, Gen.—B. & S.

Taishan—Per Caledonian, 4th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per Catherine Apac, 28th Aug., 10 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 28th Aug., 11 A.M.

Manila—Per Team, 28th Aug., 3 P.M.

Kobe, Yokohama and Portland, Or.—Per Aragoniq, 29th Aug., 10 A.M.

Europe, &c., Ind., via Tutiocorin—Per P. E. Friedrich, 29th Aug., 11 A.M.

Tientain—Per Cheongching, 29th Aug. 3 P.M.

Shanghai—Per Chayang, 30th Aug. 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 30th Aug. 3 P.M.

Shanghai—Per Shaoching, 31st Aug. 3 P.M.

Manila—Per Yuensang, 31st Aug. 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 1st Sept., 11 A.M.

Taishan, Br. s.s., 1,100, I. T. Laing, 29th June, Gen.—B. & S.

Taishan—Per Caledonian, 4th Sept., 11 A.M.

Singapore, Penang and Colombo—Per Hakata Maru, 4th Sept., 5 P.M.

Nagasaki, Kobe and Yokohama—Per Kuman Maru, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Akashan, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Swatow, 10th Aug., 10 A.M.

Manila—Per Zafra, 1st Sept., 11 A.M.

Faro, &c., India, via Tutiocorin—Per Caledonian, 4th Sept., 11 A.M.

Singapore, Penang and Colombo—Per Hakata Maru, 4th Sept., 5 P.M.

Nagasaki, Kobe and Yokohama—Per Kuman Maru, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Akashan, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Swatow, 10th Aug., 10 A.M.

Manila—Per Rubi, 1st Sept., 11 A.M.

Manila, Simpsohafen, Fr. Wilhelmshafen, Herberthshohe, Matupi, Brisbane, Sydney and Melbourne—Per Prins Waldemar, 18th Sept., 11 A.M.

Vancouver, Br. s.s., 1,268, T. C. W. Thompson, 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

Zungara, Br. s.s., 2,465, T. C. W. Thompson, 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

Zungara, Br. s.s., 2,465, T. C. W. Thompson, 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

Zungara, Br. s.s., 2,465, T. C. W. Thompson, 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, Plymouth and London. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 25th August, at noon, to Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sails and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay will be conveyed from Colombo to Bombay per S.S. Masson.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages, are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Platades	3,753	F. G. Purington	15th Sept.
Lyra	4,417	G. V. Williams	29th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. W. Garlick	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE; ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd August, 1906.

[12]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About "ATHOLL" 8th September. "ERROLL" To follow. For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLES WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER; or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

WHISKY, PALL MALL \$20.00

JOHN WALKER & SONS' OLD HIGHLAND \$12.50

C. P. & CO.'S SPECIAL BLEND \$10.50

PORT WINE, INVALIDS \$20.00

DOURO \$13.75

SHERRY, AMOKOSO \$20.00

LA TORRE \$16.00

BENEDICTINE, D.O.M. \$40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000,000 \$17,735 \$150,000	\$1,712,472	Ex. 2/15/06 \$16.47 for first half- year 1906	54%	\$834 ex div. London £94.10/- \$47 sales
National Bank of China, Limited	99,925	\$7	\$6	\$1,600,000 \$147,953	\$74,099	52 (London 3/6) for 1903
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,953	\$211,540	\$20 for 1904	6%	\$330
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,600,000 \$150,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 262 on account 1905	6%	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,600,000 \$153,834 \$60,779 \$80,000 \$61,78	\$2,702,271	Interim div. of 5/9 for 1905	48%	\$793 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,600,000 \$15,527	\$108,334	\$12 and \$3 special dividend for 1904	84%	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,600,000 \$2,61,613	\$344,068	66 for 1st Q. 1904	61%	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,600,000 \$120,928	\$422,618	\$25 for 1904	78%	\$324 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638 \$88,543	\$6,363	\$12 in 1905	7%	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,600,000 \$250,940	Nil	\$34 for year ended 20/1/05	71%	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,600,000 \$144,366 \$120,010 \$280,918	\$5,468	11 for 1st half-year 1906	76%	\$28 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,600,000 \$3,999	10/- @ ex 2/1 9/16 \$1.69	Final Tls. 3 making Tls. 5 for 1905	64%	\$75
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,600,000 \$10,000	Tls. 21,156	Final Tls. 3 making Tls. 3 for 1905	84%	Tls. 60 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$1,600,000 \$4,144	Tls. 207,815	Final Tls. 3 making Tls. 3 for 1905	61%	Tls. 60 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,600,000 \$31,937	Tls. 8	\$1.50 for year ending 30/4/1906	53%	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,600,000 \$30,479	Tls. 13,913	Final div. of Tls. 2 account 1906	9%	Tls. 45 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,600,000 \$18,000 \$1,600,000 \$132,588	140,914	Final of \$15 making \$15 for 1905	7%	\$145
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,600,000 \$10,000	Tls. 24 for year ending 30/9/04	53 for 1907	521 buyers	521 sellers
Europ-Sugar Refining Company, Limited	5,000	\$100	\$100	\$1,600,000 \$86,179	Tls. 24 for year ending 30/9/04	53 for 1907	521 sellers	521 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,600,000	Tls. 3,723
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$80,000 \$26,013	\$13,355	1/- (No. 6) interim div. for 12 months ending 28/2/06	7%	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$9,050	Final of 50 cents making G \$1 for 1905	7%	G. \$14 nominal
Cluny Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$4,873	Dr. 48,745	No. 12 of 1/-=48 cents	74	...
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	52 for 1905	9%	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$16,169 \$20,000	\$20,010	Final of \$3 making \$6 for 1905	54%	\$16
Imperial Hongkong Wharf Company, Ltd.	10,000	\$10	\$50	\$49,500	\$392,087	56 for first half-year ending 30/6/06	84%	\$143 ex div.
New Amoy Dock Company, Limited	10,000	\$6	\$6	\$88,000	\$2,221	51 for 1905	51%	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8%	Tls. 101 sellers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 57,655	Final of Tls. 8 making Tls. 14 for 1905	51%	Tls. 225 buyers
Vangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 5,668	Tls. 18 for 1905	8%	...
LANDS, HOTELS & BUILDINGS.								